

OUR NATIONAL INDUSTRIES.

Speech of Judge Kelley in the House of Representatives—A Complete Refutation of the Bessemer Theory—The Committee's Report.

Mr. KELLEY addressed the committee at length. We give some of the leading points of his very able speech.

The report of DAVID A. WELLS, Esq., Special Commissioner of Revenue, abounds in propositions in relation to the best interests of the country, which are adopted by Congress, and which, by a subordinate position among nations, though our population may equal that of all Europe, as our territory already does that of the whole family of European Powers.

One of the processes by which Mr. Wells sustains his theory, though not wanting in ingenuity, is the fact that the value of pig iron has increased in worth from thirty-five to thirty-nine per cent. less than it was at the time with which he proposes his comparison.

The prominent characteristic of Mr. Wells' report are audacity and advocacy of the interests of England and her colonies. It is not a disinterested and plausible cannot be denied, but that it is so does not in my judgment furnish proof of the soundness of his theory.

The most audacious of Mr. Wells' assertions, and one that pervades the whole report, is that customs duties are levied on the price of the commodity on which they are levied, enabling the home producer to realize the same profits by selling at a lower price than the current demand for the commodity he produces.

Mr. Wells is a tyro, and the report his first publication, charity would deem this a blunder and need to be excused. It is not a matter of experience, and has written much; and reference to any of the publications which led to his appointment to the committee, will show that his reports, will convict him of basing his official paper on a principle the falsity of which he has time and again abundantly established.

I propose to illustrate the audacity of the Commissioner by briefly referring to the effect of high protective duties on Bessemer steel rails. In 1865 Bessemer's patent was secured in England, and for the manufacture of such rails. The lowest price at which an American company could buy them in England was \$150 per ton, cash, gold, including freight to New York.

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But this recommendation with reference to pig iron is considered to be the rest of the report, and throughout which the desire is manifest to make the United States as commercially dependent on and tributary to England as though they were still colonies of her.

almost every part of the country we have inexhaustible supplies, into a material the increased production of which was a prerequisite to the general prosperity of our country, and the maintenance of the dignity and rights of the nation, which were then being violated by the armed cruaders of the country to which we looked for a supply of pig iron and Bessemer rails.

What has it done as a revenue measure? During the year that ended on the 30th of June, 1868, we derived from this duty \$1,000,000, in the succeeding year, closing on the 30th of June, 1869, \$1,100,000, and in the current fiscal year will give us a still larger income, without in the slightest degree increasing the cost of living, or the consumption of foreign iron in more advanced condition.

Commissioner raises no question as to the relative quality of British and American iron, and does not, as I remember, state the quantity of our annual production. He places the annual product of the United States at about 6,000,000 tons below the ascertained production of that year.

But though his report abounds in hypotheses and calculations, based on estimates and suppositions, and is full of errors, it is not a matter of course that it would have been made to pay the British ironmaster for his inferior pig, sheet and rails if the American production of pig iron had not been so small.

The estimated production of pig iron for this year is two million tons, and the Bessemer process is now in no market in Europe, to rot in the field or smelter, while their countrymen and former associates stand by and do nothing.

Agents of the Union Transfer Company will call for and deliver at the depot, on the 12th inst., No. 90 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIA: 9:00 A. M. Mail Accommodation, 10:30 A. M., 11:00 A. M. Past Line and Erie Express, 11:30 A. M. Harrisburg Accommodation, 12:30 P. M. Lancaster Accommodation, 4:10 P. M. Parkersburg Train, 5:30 P. M. Cincinnati Express, 8:00 P. M. Erie Mail and Accommodation, 9:15 P. M. Accommodation, 12:11 A. M. Pacific Express, 12:30 night. Erie Mail and Accommodation, 12:30 night. Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock, and arrive at Williamsport at 12 o'clock, and on Saturday, all other trains daily, except Sunday.

PHILADELPHIA WILMINGTON, AND BALTIMORE CENTRAL RAILROAD. The train will leave Philadelphia at 11:00 A. M., 2:30 P. M., and 7:00 P. M. The 6:00 P. M. Train connects with Delaware Railroad for Harrisburg and intermediate stations.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY. On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek Railroads.

they burden are not produced in England or her North American colonies. They were imposed as revenue measures during a great war, and have been cheerfully endured by a patriotic people, but they increase the cost of living, operate as a burden on our laboring people, and should be repealed at the earliest date the financial condition of the country will permit.

Mr. Chairman, there are other taxes, of some of which the people justly complain—taxes that burden our labor, consume the profits of capital, and paralyze the energy of the most enterprising among us. They add to the cost of our goods, and of our travel, whether by railroad, stage or steamboat.

They touch and prick us at all points. Their enforcement requires the maintenance of a special department of the government, the agents of which penetrate inquisitorially every home and workshop in the land. They increase the cost of all our productions and restrict the limits of our commerce by shutting our overtaxed goods out of markets in which but for them we might compete with our foreign rivals.

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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE. Philadelphia to Reading, and the reverse of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canada.

WINTER ARRANGEMENT. Of Passenger Trains, December 20, 1869. Leaving the Company's depot at Thirtieth and Calloway streets, Philadelphia, at the following hours:—MORNING ACCOMMODATION.

PHILADELPHIA WILMINGTON, AND BALTIMORE CENTRAL RAILROAD. The train will leave Philadelphia at 11:00 A. M., 2:30 P. M., and 7:00 P. M. The 6:00 P. M. Train connects with Delaware Railroad for Harrisburg and intermediate stations.

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RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

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